

RIVERS CONGRESS WILL MEET DEC. 4

Much Good Expected to Be Accomplished in 3 Days' Session.

The fourth convention of the National Rivers and Harbors Congress will be held in Washington for three days, the first session of which will begin Thursday, December 4. This is the second annual convention since the organization of the congress.

The purpose of the convention is to unite all sections and interests in the cause of the waterway improvements. During the last year the congress, through its secretary, J. F. Ellison, declares that the work of the convention has been effective, as is evidenced by the interest taken in it by President Roosevelt.

"The President, for the first time in the history of our country," says Mr. Ellison, "has by official action recognized the importance of such improvements to the commercial welfare of the nation by appointing a waterways commission to investigate and report feasible plans for the improvement of and maintenance of our waterways." Congress at its last session, he says, passed the largest river and harbor bill in the history of such enactments.

No special project for river and harbor improvement is to be advocated by the convention. It will stand for a broad and liberal policy by the National Government for all such improvements as have been favorably passed upon by the Board of United States Engineers and by them recommended to Congress. At the same session it is proposed to ask of Congress that a more liberal proportion of the revenue of the Government derived from commerce be expended in improving the natural waterways.

The convention will be called to order by President Joseph E. Ramsdell.

"KID GORDON" FALLS, FOOTPADS' VICTIM

Friend Stabbed in Back by Men Who Escaped.

NEW YORK, Oct. 28.—John Oster, or "Kid Gordon," as he is generally known in sporting circles, was fatally stabbed early today in front of 173 East Fourth street.

Martin Sweeney, who was with Oster returning from a visit to a mutual friend's home in a distant part of the city, says he had just left the latter when he heard him cry for help, turned, and saw him struggling with several men, none of whom he knew. Sweeney rushed to his friend's help. One of the men stabbed him in the back, and the party fled, leaving Sweeney and Oster bleeding in the gutter. The former will recover; the latter died an hour later at Bellevue Hospital.

DEAD MAN'S SISTER TO FORCE INQUIRY

Believes Her Brother Was Murdered at Brookline, Mass.

NEW YORK, Oct. 28.—Mrs. Gustavus Wilson, of Brooklyn, sister of Dr. Albert Cushman Day, the young physician found dead in the woods at Brookline, Mass., with a bullet wound in the heart, has gone to Boston with her husband, hoping to force the police to abandon their suicide theory and investigate on the supposition that Dr. Day was murdered.

Mrs. Estelle Callahan Day, the physician's bride of less than a week, known in Boston as the "Gibson Girl Nurse," is prostrated at Mrs. Wilson's home, and unable to undertake the trip.

WALK TO CHICAGO FROM PORTLAND, ME.

Aged Edward Weston to Make 1,230 Mile Trip in 26 Days.

CHICAGO, Oct. 28.—Edward Payson Weston will start from Portland, Me., at 1 o'clock tomorrow afternoon to walk to Chicago, a distance of 1,230 miles. He expects to arrive here at 5 o'clock in the afternoon of Wednesday, November 27, and will have been on the road twenty-six days, and have traversed ten States and passed through about 300 cities and towns.

Mr. Weston is sixty-nine years old. His journey will be a repetition of one made between the same cities forty years ago, since which time his achievements have earned for him the title of "The Great American Pedestrian."

His proudest feat was the capture of the Astley belt, an international champion pedestrian, in June, 1873, by walking 550 miles in 141 hours and 41 minutes at the Agricultural Hall, in London, defeating two Englishmen and another competitor.

Mr. Weston was born in Providence, R. I., and first worked as an office boy on the New York Herald.

Indiana Distillers Get Concession. TERRE HAUTE, Ind., Oct. 28.—The State board of health has concluded not to enforce the new pure food law requiring labels on whisky until the national label law becomes effective. The decision is based on the desire to avoid putting the Terre Haute district at a disadvantage in competition with Peoria and Kentucky products.

Aeronauts Convene To Exchange Ideas; Balloons Featured

President Willis L. Moore Tells of Progress in Aerial Navigation.

Flying Machine's Disadvantages Are Outlined in Addresses.

NEW YORK, Oct. 28.—An extensive and varied series of papers and addresses have been prepared for the international aeronautic congress, which begins its two days' sessions today in the rooms of the Automobile Club of America, in West Fifty-fourth street. Papers have been prepared by some of the most experienced aeronauts and members of the United States Weather Bureau. Some of the contestants in the St. Louis balloon races will tell of their trips. The subject of aerial navigation will be discussed from many sides.

Prof. Willis L. Moore, president of the organization, made the opening address.

He said in part: "We meet to interchange ideas on aeronautical subjects at a particularly auspicious time. In calling attention to the more important achievements in the development of methods for the conquest of the air, and in forecasting the future of this important field of human activity, I have drawn liberally upon the knowledge and experience of that splendid man and engineer, Octave Chanute. Since the last international aeronautical congress, that at Milan, in 1905, two practical solutions of the problem of aerial navigation have become established. Several dirigible balloons have been produced which are truly and efficiently navigable, and a dynamic flying machine has been evolved which has flown many times, the maximum being twenty-four miles at a stretch. Moreover, there have been great advances in meteorology, so that we are now well on the way to the domain of the air.

Previous Congresses. "There have been previous congresses on aerial navigation, more or less international; at Paris in 1889 and in 1900, at Chicago in 1903, at St. Louis in 1904, and at Milan in 1906. There was also a conference at Brussels from September 12 to 15 of this year, at which papers were read on periodical movements of air currents, atmospheric dynamics, the speed of the winds, and the varying temperatures at great altitudes. The previous congresses chiefly discussed the means and methods that might be employed to achieve success; they pointed out the conjectured way; and now that success has come, in a rudimentary way at least, it remains to discuss further the evolution to be accomplished and the possible uses of balloons and flying machines. The paramount fact is that in order to be practically efficient, the dirigible balloon should attain an inherent or 'proper' speed superior to that of ordinary winds.

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Parasol, that of Major Gross, which both have been claimed to exhibit 25 or 30 miles an hour, and that of Count Zeppelin, whose immense balloon, rebuilt for the third time, is said by the newspapers to have attained 24 miles an hour. The British government has also been secretly building a war dirigible balloon at Aldershot. It was first tested September 10 and October 5 of this year, and while perhaps not equal in performance to the French or German air ships it constitutes a hopeful beginning.

"In the United States the Government has done practically nothing toward building dirigible balloons. This has been left to private initiative, and as the only returns possible thus far are from public exhibitions, Mr. Stevens, Mr. Baldwin, and Mr. Knabenshue have built and flown small and slow airships. They could have shown more speed if they had built larger ships, but this was beyond their means, for the 'Patriot' is said to have cost \$20,000.

Advantage Over Flying Machine. "The balloon possesses, however, two advantages over the flying machine. First, it can lift a greater proportional or surplus weight with increase of size. If this is not utilized for a more powerful motor, projectiles may be taken up. Mr. Juliet has stated that the 'Lebaudy' can carry some thirty bombs, each loaded with twenty-two pounds of melinite and that the unbalancing which results from each bomb when thrown overboard can be overcome in eighteen seconds by pumping air into the 'balloon' and letting out an equal weight of gas. It remains to be proved how accurate the aim may be. On the other hand, the larger is the flying machine the more it will weigh in proportion and the less will be the proportional surplus weight. The proportional advantage is that in a contest between the two the balloon, by discharging ballast, can rise vertically much faster than the flying machine and that the upper position confers

great advantage both for attack and defense, as evidenced by all contests between birds. The chief use in war, however, both of the dirigible balloon and of the flying machine will be in scouting and in directing artillery fire by use of wireless telegraphy.

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